

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

June 26, 2003

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	*Guadalupe, Antonio Figueroa
Phoenix: Jack Tevlin, Vice Chairperson	*Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Chris Plumb for Tom Buick
Avondale: Dave Fitzhugh	Mesa: Kevin Wallace for Jeff Martin
*Buckeye: Joe Blanton	*Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
*Fountain Hills: Tom Ward	RPTA: Ken Driggs
*Gila Bend: David Evertsen	Surprise: Scott Phillips
Gilbert: Brian Townsend for Tami Ryall	Tempe: Mary O'Connor
Glendale: Terry Johnson for Jim Book	*Wickenburg: Shane Dille
Goodyear: Grant Anderson	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group: Greg Binder
*ITS Committee: Jim Book	
*Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Bob Antila, RPTA
Ken Hall, MAG	Kwi-Sung Kang, ADOT
Paul Ward, MAG	Jim Dickey, RPTA
Andy Smith, ADOT	Connie Eitel, Cox Communications
Nicolaas Swart, MCDOT	Gregg Merdick, Cox Communications
Sarath Joshua, MAG	Roger Herzog, MAG
Michelle Korf, City of Scottsdale	Peggy Carpenter, City of Scottsdale
Ali Makarachi, City of Phoenix	William "Blue" Crowley
Tom Remes, MAG	Bryan Jungwirth, RPTA

1. Call to Order

In the absence of Chairperson Jan Dolan, Vice Chairperson Jack Tevlin called the meeting to order at 10:07 a.m.

2. Approval of May 29, 2003 Minutes

Addressing the first order of business, Vice Chairperson Tevlin asked if there were any changes or amendments to the meeting minutes. Mr. Eric Anderson, MAG Transportation Director, stated that a revised version of the minutes had been distributed to the Committee prior to the meeting. Mr. Anderson called the Committee's attention to the bottom of Page 6 of the May 29, 2003 minutes. He stated that in the original minutes, it was recorded that Mr. Huling seconded an amended motion for projects associated with the Federal Fiscal Year Interim Close Out of MAG Federal funds, when in fact he did not. Mr. Anderson stated that the minutes were revised to correct the original discrepancy. There were no questions concerning this issue, and Mr. David Moody moved to approve the revised minutes as presented. Mr. Grant Anderson seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Vice Chairperson Tevlin stated that he had received a request from a citizen in attendance to address the Committee, and informed those in attendance that a period of three minutes would be allotted to any member of the public that wished to speak or comment on the Agenda items as presented, or to speak on any other issues or concerns. Vice Chairperson Tevlin then introduced Mr. William "Blue" Crowley, who addressed the Committee.

Mr. Crowley addressed the meeting minutes of May 29, 2003, and wanted to take an opportunity to clear up what he felt was an inaccurate depiction of his comments and actions at the meeting. Mr. Crowley stated that for the record, he simply handed in a card for a particular item and requested to speak. However, the May 29, 2003 minutes made it appear as though he "bullied" the Committee, which he felt was ludicrous. For the record, Mr. Crowley stated that this was not the case, and again reiterated his position of simply wanting to provide public input on a transportation issue, which was his due right as a citizen.

Mr. Crowley then addressed several items pertaining to the lack of citizen input on a variety of planning processes; the lack of coordination between cities and towns on planning and funding; and also addressed the concept of lagging left turn lanes for the City of Phoenix. Vice Chairperson Tevlin thanked Mr. Crowley for his comments, and stated that he had not received any additional request to speak cards from the audience. At this time, Chairperson Jan Dolan arrived, and assumed the position of chairing the meeting.

4. Transportation Director's Report

Chairperson Dolan introduced MAG Transportation Director, Mr. Eric Anderson, who gave the Transportation Manager's report. Mr. Anderson provided members of the Committee

with an update of the Regional Area Road Fund (RARF), and stated that overall collections for May of 2003 were down from the previous year by 0.9 percent. He then stated that HURF collections were up by 3.5 percent, and provided an overview of revenues to date for 2003. Mr. Anderson noted that on July 2, 2003, there would be a meeting of the MAG Transportation Policy Committee (TPC) from 2:00 p.m. to 5:00 p.m. in the Saguaro Conference Room at MAG. Mr. Anderson stated that the TPC would be discussing the refinement of a Draft Hybrid Scenario, and that the meeting would be followed by subsequent meetings scheduled for July 16, and July 22, 2003. Mr. Anderson addressed several questions from members of the Committee pertaining to the upcoming TPC meetings. There were no further questions from the Committee, and this concluded Mr. Anderson's report.

5. Federal Fiscal Year 2003 Final Close Out of the MAG Federally Funded Program

Addressing the next order of business, Chairperson Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, who provided an update of the Federal Fiscal Year Final Close Out of the MAG Federally Funded Program. Mr. Ward stated that although this Agenda Item was identified as a final closeout, theoretically, MAG is not quite done with the interim closeout process. Mr. Ward informed the Committee that the City of Peoria had formally requested to defer a project of approximately \$450,000 (CMAQ), and this deferral was approved by the MAG Regional Council during the previous evening at their monthly meeting. Mr. Ward informed the Committee that the \$450,000 from the City of Peoria, in addition to \$450,000 of unobligated funding that was previously available, combined for a total of approximately \$900,000 in available funding for the Interim Close Out.

In addition, Mr. Ward informed the Committee that the region may still receive federal funds through administrative adjustments at the Federal level. Also, he stated that in prior years, it was not uncommon to receive up to \$1.5 million in Redistributed Obligation Authority. However, Mr. Ward informed the Committee that MAG would not know about additional Federal funding until later on during the year. Mr. Ward stated that he is in the process of attempting to identify projects that have the availability to advance construction, and receive advanced reimbursement for development.

Mr. Ward called the Committee's attention to the Table in Attachment One of the Agenda Packet, and addressed a list of possible projects that could utilize final close out funds. Mr. Ward addressed the multi-use bridge project at US 60 and Country Club Way for \$500,000, and the Central Phoenix fibre-optic backbone project for \$764,000. Mr. Ward stated that if one of the projects on the list failed to obligate, that he presently had requests from three other member agencies to expend funding. Mr. Grant Anderson asked Mr. Ward whether it would be possible to utilize funding toward rubberized asphalt, in an effort to repay municipalities that are programmed to receive rubberized asphalt on various freeway sections within their respective communities. Mr. Ward stated that it was a possibility, and discussion followed.

Mr. David Moody addressed the Committee, and stated that it was the City of Peoria's intent

to connect two community trails, and asked if the city could receive \$100,000 in funds for this year which could be obligated toward the design concept of the project. Mr. Chris Plumb also addressed the concept of a county project on Gilbert Road, and a county project from McDowell Road to the Beeline Highway. Further discussion followed concerning a variety of projects, and the concept of interest reimbursement toward projects associated with the rubberized asphalt program. Mr. Eric Anderson answered a variety of questions on the program, and stated that close out funds could not be utilized for the purpose of interest. Discussion followed, and Mr. Grant Anderson entertained a motion to approve \$100,000 in funding toward the City of Peoria's Design Concept project for the connection of community trails. The motion was seconded by Mr. Terry Johnson and was accepted by unanimous consent (Although this represented Motion One, it only addressed a small part of the interim funds).

Ms. Mary O'Connor stated that although the City of Tempe was happy about the possibility of funding for the US 60 project, she was more concerned about having the remaining \$800,000 applied directly toward the Phoenix/East Valley Light Rail Final Design Project. Discussion followed, and Mr. Ward stated that if \$800,000 would be applied toward light rail, and \$100,000 already obligated for the City of Peoria's trail project, then he would be interested in identifying contingency projects.

Several members of the Committee discussed a variety of possible contingency projects. After substantial discussion, and as a continuation to the interim close out funds Mr. Chris Plumb moved to approve that the remaining \$800,000 be directly applied to the Light Rail Final Design and this was seconded by Ms. Mary O'Connor. Mr. Plumb continued to identify contingency projects and suggested the following possibilities: additional funds for the Maricopa County Gilbert Road and McDowell Road project; the Central Phoenix fibre-optic backbone project; the US 60 (Superstition Freeway) at Country Club Way Multi-Use bridge; the regional freeway system; and the regional rubberized asphalt program.

However, before a vote was taken, further discussion took place about what to do if more funds became available. As an amendment to the motion, Ms. Mary O'Connor moved to recommend that any available contingency funding be applied to the Light Rail Final Design Project as a first priority, with the understanding that the US 60 and Country Club Way project would be removed from the list, with the remaining projects to follow as stated in Mr. Plumb's previous suggestion. Mr. Plumb seconded the motion. However, Ms. Patrice Krauss stated that she would vote against the motion, and stated that there are many good projects that are on the table, with serious need, and that light rail should not receive additional contingency funding beyond the \$800,000 that was already proposed to be awarded. Ms. Krauss emphasized the point that other projects are important as well. Mr. Ward stated that realistically, MAG is looking at the possibility of receiving up to \$2.5 million, including redistributed funding, and suggested that the Committee make an agreeable motion to approve this funding.

In clarifying all the discussions, Chairperson Dolan summarized the final motion as follows: the TRC recommends allocating \$100,000 in FFY 2003 funds for the design of a multi-use underpass in Peoria and \$800,000 for the final design phase of the light rail project as part

of the last remaining interim close out funds; Also, the TRC recommends \$400,000 additional funds for the Maricopa County, Gilbert Road and McDowell Road project as a final close out contingency project with any remaining final close out funds going to light rail final design project. The committee unanimously agreed to this motion.

6. Proposed Amendment to the FY 2003-2007 Transportation Improvement Program (TIP) for Transit Projects

Addressing the next order of business, Chairperson Dolan introduced Mr. Bob Antila of the Regional Public Transportation Authority (RPTA), who provided an update of the proposed amendment to the FY 2003-2007 Transportation Improvement Program (TIP) for Transit Projects. Mr. Antila called the Committee's attention to a handout which he distributed to those in attendance, and provided an overview of project deferrals, adjustments, deletions and additions. Mr. Antila stated that the list represented the overall number of projects which were adjusted in an effort to conform with the annual amount of transit funding appropriated by the federal government. Chairperson Dolan thanked Mr. Antila for addressing the Committee, and stated that the list was very comprehensive. Chairperson Dolan stated that due to the comprehensiveness of the list, a formal presentation would not necessarily be required. Chairperson Dolan asked if there were any questions from the Committee, and asked for a motion of approval. Vice Chairperson Jack Tevlin moved to approve the proposed amendment to the FY 2003-2007 MAG TIP for transit projects. Ms. Mary O'Connor seconded the motion, and the motion was approved by unanimous voice vote of the Committee.

7. Regional Concept of Transportation Operations

Addressing the next order of business, Chairperson Dolan introduced Mr. Sarath Joshua, MAG ITS & Safety Program Manager, who provided an update on the on-going MAG project to develop a Regional Concept of Transportation Operations. In providing background information, Mr. Joshua stated that the MAG 2001 ITS Strategic Plan identified the need for developing a Concept of Operations for the MAG Region. He described the Regional Concept of Transportation Operations as a plan with specific goals for improving traffic operations in the region. Mr. Joshua stated that this project represents the first of its kind in the nation, and that the USDOT is closely observing the project. He also informed the Committee that the US Department of Transportation's proposed SAFETEA legislation, which will supercede TEA-21, includes a requirement that all urban regions develop such a plan.

Mr. Joshua presented a graphic with a Vision and seven supporting Missions for this regional undertaking, developed as a shared set of realistic expectations by the project's stakeholders. The project's vision was a safe, reliable, efficient, and seamless surface transportation system for the MAG Region. The missions covered the following areas: identifying roles and responsibilities; obtaining funding for operations; managing the systems; coordinating and sharing information; establishing policies and procedures; sharing staff resources, and measurement of system performance.

Mr. Joshua went on to describe the project's accomplishments in regard to seeking answers for six questions, which he presented as displayed on the screen at the front of the room. The first question asked where the region currently was in operations. This was addressed by documenting an inventory of policies, procedures and practices. This effort focused on freeways interchanges and arterial corridors as the priority areas for this undertaking. The next question asked what were the best practices in operations. He described that a state-of-the-practice review has produced a "wealth" of information. Mr. Joshua then provided the results of an assessment of where the region is today, and where we may want to be in the process 3 to 5 years from now at the local, subregional and regional levels. The third question dealt with the establishment of 3 and 5 year goals and performance measures for them. He identified Transportation Management Centers that are currently operational in the region, which are operated by the cities of Chandler, Scottsdale, Tempe, and Phoenix and Maricopa County. He informed the Committee that additional Transportation Management Centers are being implemented by the cities of Mesa, Gilbert, Glendale, Peoria and Goodyear. Also, an additional Transit Control Center for bus and LRT operations is being built on the fifth floor of the MAG building.

The fourth question dealt with what path the region will take to achieve the set goals. This resulted in a number of recommendations in policies and practices that dealt with traffic engineering collaboration and coordination; reducing traffic delays caused by incidents; sharing resources among agencies; sharing information between centers; improving accuracy and timeliness of traveler information; and supporting additional operational initiatives. The fifth question asked how progress will be tracked. Mr. Joshua then addressed how system performance will be measured over time and reported by MAG. He further stated that the performance measures would cover freeway mobility; arterial mobility; freeway incident management; freeway-arterial interfacing; and arterial incident response time.

The final question focused on how this effort will be continued over time. Mr. Joshua stated that in order to continue this effort, and to ensure that the recommendations are supported and implemented, a Memorandum of Understanding (MOU) was in the process of being developed. He stated that Committee members may soon hear from their communities regarding this proposed MOU.

Mr. Joshua said that a key product of this project is a *User's Manual* that details the components and operations throughout the region. He informed the Committee that support of MAG member agencies was needed in order to lead the implementation efforts. He stated that the MAG ITS Committee plans to provide oversight to the implementation process by focusing on operational issues on alternative months. The MAG website will continue hosting the current page dedicated to Transportation Concepts of Operations and post future information on improvements and system performance information.

Mr. Joshua summarized his presentation by providing information on what items could possibly be accomplished over a five year period. Potential outcomes for the project over a 3 to 5 year period include improvements in traffic signal operations; coordinated cross-border traffic signals; faster clearance of traffic incidents; better sharing of information among emergency services and transportation agencies; and reduced delay and better travel times. Mr. Joshua answered several questions from members of the Committee, and

concluded his presentation. There were no further questions, and Chairperson Dolan thanked Mr. Joshua for addressing the Committee.

8. Update on the Regional Transportation Plan

Addressing the next order of business, Chairperson Dolan introduced Mr. Eric Anderson, MAG Transportation Director, who addressed the Committee. Mr. Anderson introduced Mr. Dan Lance of ADOT, who provided those in attendance with an update of the ADOT Adopt-a-Highway Program. Mr. Lance addressed the Committee, and handed out a brochure which highlighted the overall program and volunteer process.

Mr. Lance provided an overview of ADOT's responsibilities as coordinators of the Arizona Adopt-a-Highway Program. He provided information on ADOT's Corporate Sponsorship Program, which allows participants to adopt a two-mile stretch of highway for a period of two years, in an effort to remove litter from the state's highways. Mr. Lance asked those in attendance to consider adopting-a-highway, and explained the adoption process, and subsequent clean up responsibilities associated with the program. Mr. Lance answered several questions from the Committee about the program, and then concluded his presentation. Mr. Eric Anderson thanked Mr. Lance, and then introduced Mr. Roger Herzog, MAG Senior Project Manager, who provided an update on the Regional Transportation Plan (RTP).

Mr. Herzog called the Committee's attention to the screen at the front of the room, and stated that his presentation would address issues directly affiliated with the first Draft Hybrid Scenario of the MAG RTP planning process. Mr. Herzog stressed the fact that the RTP is a work in progress, and is currently in the process of being refined on a daily basis. He provided a brief overview of the available sales tax revenues associated with the draft hybrid plan, and informed the Committee that the plan was based upon a net available total of \$7.8 Billion dollars over a 20 year period. Mr. Herzog noted that approximately \$3.7 Billion dollars would be available through ADOT revenues, which would primarily come from ADOT 15 percent funds and ADOT Discretionary funds. Mr. Herzog provided an overview of funding by source and mode, and listed the primary funding sources for future regional transportation improvements as coming from the proposed ½ cent sales tax extension; ADOT funds; the Federal Transit Administration (Sections 5307 and 5309); and from MAG CMAQ and STP funds.

Mr. Herzog stated that currently, there were more project needs throughout the region than funding allowed for, and that there were specific project needs by geographic region. He stated that the TPC provided guidance to staff on the development of projects throughout various areas of the region. Mr. Herzog said that projects should be structured in accordance to their need, which would be determined by future growth patterns. He also stressed that there was a need to maintain the economic viability of developed core areas. Mr. Herzog then presented a series of slides that highlighted the proposed improvements and services throughout the region based upon the draft hybrid. He highlighted future freeways and highways; new and improved arterials; and express and regional bus routes which were proposed as part of the hybrid plan.

After presenting projects affiliated with the RTP, Mr. Herzog then addressed the next steps in the overall process, and informed the Committee that there would be an extensive review of comments regarding the different modeling scenarios. Also, he stated there would be a need to fiscally balance the hybrid plan; to present the comments and revised plan to the TPC at a workshop scheduled for July 2, 2003; and to present the hybrid plan to the TPC for possible acceptance on July 16, 2003. However, Mr. Herzog stated that the final draft for submission and acceptance to the TPC is scheduled for July 22, 2003, and whatever is submitted to the MAG Management Committee and the MAG Regional Council will be contingent upon what is finally approved by the TPC. Mr. Herzog then answered several questions from the Committee, and then concluded his presentation. There was no further discussion on this item.

9. Next Meeting Date

Addressing the next order of business, Mr. Eric Anderson stated that there were potential scheduling conflicts associated with the July meeting. He noted that the Arizona City/County Management Association would be holding their annual conference at the same time as the next TRC meeting, which is scheduled for July 24, 2003. Mr. Anderson stated that MAG Staff would keep the Committee informed if there was a possible meeting cancellation during July. There were no questions, and the meeting was adjourned at 11:26 AM.